

CLASSIFICATION **SECRET**
NOFORNCOUNTRY East Germany REPORTTOPIC Merseburg Airfield 25X1EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 3 August 1955REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Merseburg airfield between 17 May and 24 June 1955:

17 May. At 0800, 4 MiG-15s or U-MiG-15s landed at the field. Between 1620 and 1900, parachute jumps were made from a Li-2 which had a white stripe about 1 meter long on the stabilizing surface or the rudder. The aircraft took off 4 or 5 times and circled 3 times at an altitude of 800 to 900 meters after each take-off. After each local flight, 4 men parachuted in groups of two approximately over the field. The interval between the two pairs of parachutists was 2 or 3 seconds at most. The white parachutes opened about 100 meters under the aircraft. The parachutists wore dark flying suits and did not carry arms or other equipment. The landing of the chutes could not be definitely observed. At 2015, 4 MiG-17s landed. Between 2100 and 2400, there was local flying.

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18 May. Between 0910 and 1220, jet fighters made individual local flights.

19 May. Between 0720 and 1950, individual local flights and formation flights in elements of two were made. About 40 take-offs and landings were counted. From 2050 until about midnight, there was local flying.

20 May. Between 0600 and 0800, parachuting was again practiced from a Li-2. Between 1100 and 1130, 3 MiG-15s or U-MiG-15s made individual local flights.

21 May. Between 0600 and 0800, parachute jumps were made from a Li-2. At 1507, one MiG-17 landed at the field.

22 May. Between 0950 and 1020, a MiG-17 made a wide local flight.

23 May. Between 0400 and 0730, parachuting was practiced from a helicopter which took off, crossed over the field after a local flight, then released 9 parachutists in 3 groups of 3, and then finally landed.

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About one third of the entire length of the helicopter consisted of the box-shaped fuselage, about 3 ~~3m~~ meters high and 2 meters wide, and rounded in front, and with 3 round cabin windows on both sides. The parachutists definitely descended through the flap at the rear wall of the cabin. The landing gear consisted of 4 wheels, the two rear wheels having almost vertical shock legs, while the absorber legs of the two front wheels expanded to the sides. The propeller had 4 blades which were about 40 cm. wide at the widest point and about 5 meters long. No antennas or hoisting devices were observed nor was any information available

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on weapons. It was noticeable that the helicopter never stopped in the air, nor did it take off or land vertically, but it landed at a gliding angle of about 30 degrees. The plane had an average speed of 60 to 80 km/h.

24 May. Between 0400 and 0700, groups of parachutists jumped from the helicopter.

25 May. Parachuting was again practiced from the helicopter between 0400 and 0700. The parachutists always landed in the southeastern corner of the landing field. An element of 2 MiG-15s or U-MiG-15s approached from the east and landed both at 1130 and 1445. Between 1940 and 2000, flights were made by the helicopter and a group of 9 men was observed jumping.

26 May. Between 1310 and 1500, MiG-15s or U-MiG-15s practiced flying in elements of two. At 1530, the helicopter took off and headed northeast.

27 May. Between 0830 and 1750, individual local flights were made by MiG-15s or U-MiG-15s.

28 May. There was local flying by individual MiG-15s or U-MiG-15s between 1130 and 1650.

29 May. Two Il-28s and 31 jet fighters were parked on the landing field and arranged as follows: 1 alert formation at the eastern end of the runway, 27 jet fighters and 2 Il-28s without any order in the southeastern corner of the landing field.

31 May. Between 0830 and 1900, cross-country flights and flights in elements of two and formations of four were made for 50 to 60 minutes' duration.

1 June. Between 1000 and 1050, swept-back jet fighters made 3 individual local flights. Between 2100 and 2400, flying was practiced in elements of two with an interval of 60 to 100 meters between the two aircraft. The flight altitude was at 600 to 1,000 meters. The take-offs were made individually. The aircraft flew in the beams of searchlights while crossing several times over the field.

2 June. Local flying was practiced from 1835 to about midnight.

3 June. Between 0900 and 1100 and between 2115 and 2200, individual local flights were made by MiG-15s or U-MiG-15s.

4 June. Between 0815 and 1230, there was formation flying in elements of two.

5 June. No air activity was observed. Eight MiG-17s and 23 MiG-15s or U-MiG-15s were observed on the landing field. The upper edge of the rudder assembly of the MiG-17s was painted red.

7 June. Between 1100 and 1600, jet fighters practiced flying in elements of two.

8 June. Between 0615 and 1610, individual local flying were made. At 2043, a Li-2 landed at the field.

9 June. At 0710, parachute jumps were made from a Li-2.

11 June. Between 0530 and 1210, about 6 individual local flights were made.

14 June. From 0810 to about midnight, individual local flights and flights in elements of two were continuously observed.

15 June. Between 0830 and 1700, jet fighters practiced local flying.

16 June. Between 0615 and 1900, flying in formations of two and four was continuously practiced.

17 June. Between 0630 and 1900, formations of four aircraft practiced firing at a towed sleeve target.

18 June. Between 0620 and 1200, local flights were made by aircraft flying in elements of two.

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19 and 20 June. No air activity was observed.

21 June. From 2050 to 2110, individual flights were made.

22 June. From 1625 to 2315, local flying was practiced.

23 June. Between 1950 and 2100, three local flights were made.

24 June. Between 1930 and 2110, individual local flights were practiced.

A total of 32 jet fighters and 2 Il-28s were parked on the landing field.

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2. On 5 June, the radio and radar installations were not in operation nor were any personnel observed near the sets. The antennas of the radar sets were not seen rotating. The following radio and radar installations were observed in the area of the airfield:

A single-mast radio installation was located in the flying lane in the eastern extension of the runway, near the searchlight. The Token was still located north of the runway at the northern edge of the field. An umbrella-type antenna was west of the Token-type set. A Kniferest-type radar set, an umbrella-type antenna and an unidentified antenna were still observed in the southeastern corner of the field. Two umbrella-type antennas were established in the eastern section of the housing area. Another umbrella-type antenna was seen west of the spur track between the rail and the northernmost building. One Token was located just south of the taxiway at the eastern side of the landing field. This radar set had been observed for the first time on 29 May 1955. Two radio trucks with rod antennas were located in the vicinity of the 3 sets in the southeastern corner of the field and another 2 radio trucks with umbrella-type antennas were on the landing field between the eastern end of the runway and the southern taxiway. ²

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3. The following rail shipments were observed:

29 May. 16 tank cars moved to the fuel dump.1 June. 5 tank cars moved to the fuel dump.2 June. 2 tank cars moved to the fuel dump.4 June. Two 4-axle flatcars loaded with 10-meter-long beams proceeded to the fuel dump.5 June. 3 tank cars moved to the fuel dump. At 1100, 5 men transferred the fuel from these cars into underground tanks by means of hoses. When the operation was completed at 1300, the tank cars rolled back to the westernmost hangar. Two cars with coke were seen arriving at the field. 3

1. Comment. It is believed that Merseburg airfield is still occupied by 1 fighter division headquarters and 1 fighter regiment. Parachute jumps from a Li-2 and a type-36 helicopter were repeatedly observed. These apparently were the routine jumps by the flying personnel. A total of 32 jet fighters, including presumably 8 MiG-17s, and 2 Il-28s were observed on the landing field. The MiG was previously observed in Grossenhain, in Altenburg and Brandenburg - Brieset, in Brandenburg - Brieset

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2. Comment. The umbrella-type antennas, which can be erected and dismantled rapidly, apparently change their locations repeatedly. The second Token-type radar set was observed for the first time. The other installations have been previously observed at the field. For sketch of radio and radar installations, see Annex.

Comment. The rail fuel shipments to the fuel dump are reported for the first time. The reported supply shipments agree with available information.

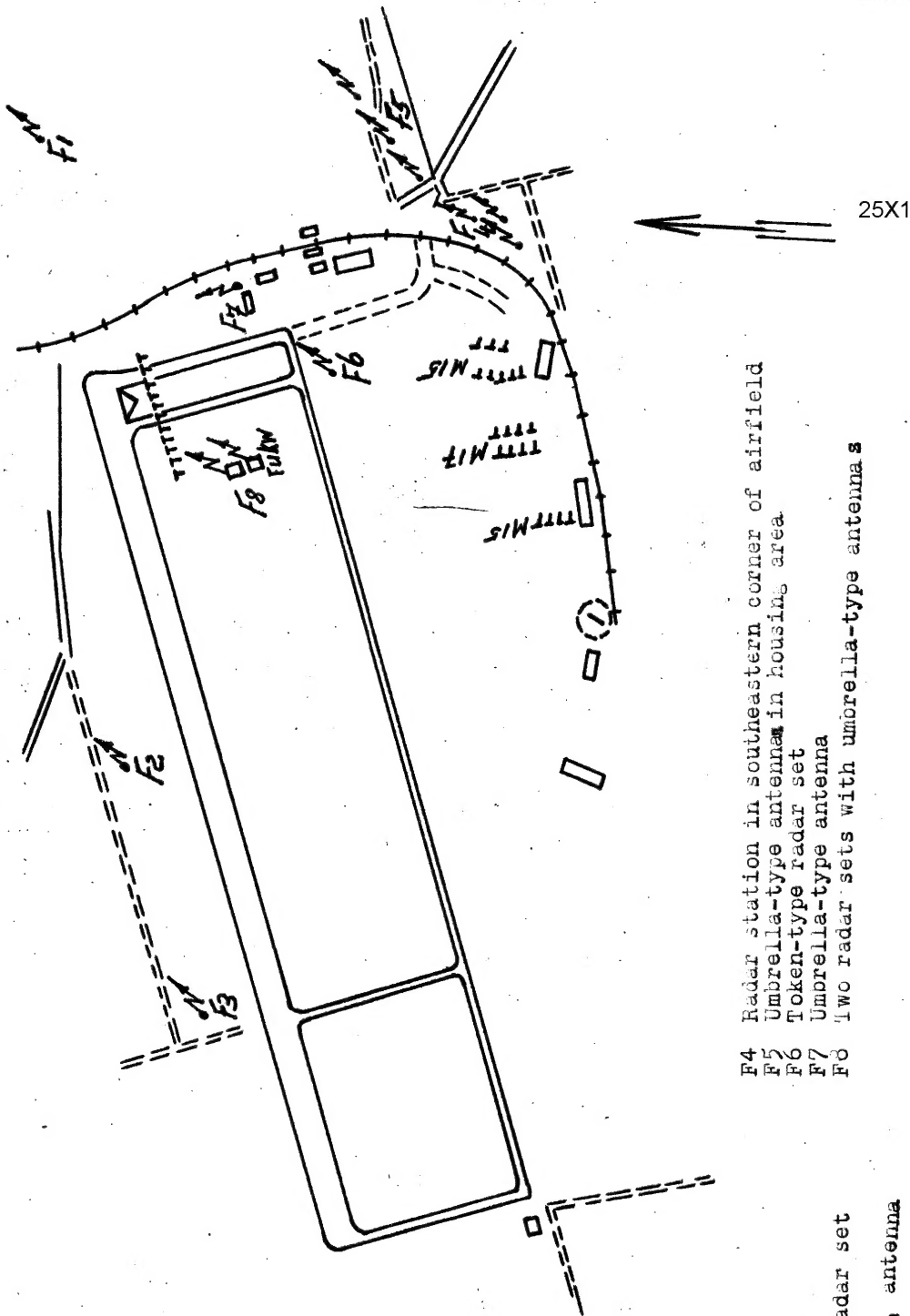
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Radio and Radar Installations at Harseburg Airfield



Legend:

- 1 Fuel dump
- F1 Inner beacon
- F2 Token-type radar set
- F3 Umbrella-type antenna
- F4 Radar station in southeastern corner of airfield
- F5 Umbrella-type antenna in housing area
- F6 Token-type radar set
- F7 Umbrella-type antenna
- F8 Two radar sets with umbrella-type antennas

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